Det. Bel Isle & Windsor Ferry Co. 68

DEVOTED TO NAVIGATION, COMMERCE, ENGINEERING AND SCIENCE.

VOL. X NO. 42. CLEVELAND, O., OCTOBER 25 1888. $2.00 PER ANNUM SINGLE COPIES 5 CENTS.

AROUND THE LAKES.

CLEVELAND.

Commander Goodlee of the lighthouse service, has been paying this lighthouse a visit during the week.

It is said that the weather bureau service at this port is to be crippled by the reduction of one man from the working force.

At the yards of the Cleveland Shipbuilding Co., the keel is partly laid for No. 4. This steamer is to be built for the Cleveland Iron Mining Co.

At a special meeting of the Cleveland Seamen's Union, held last Saturday, the wages on schooners were raised to $3, and on barges to $2,50.

C. Champness the boat builder, has nearly finished his first new metallic life boat. She is to be fitted complete and rigged ready for the political procession on the 3d af November.

By our last report from the bureau of navigation, the only vessel to receive an official number on the chain of lakes was the Fanny L. Baker, of Detroit, whose official No. is 120,729. Tonnage 43.52 gross, 21.76 net.

The work on the steel propeller North Wind, at the Cleveland drydock, is being carried on at night, connections having been made for using the electric light at the bottom of the drydock. It is needless to dwell on the great advantages of this scheme, over torches and oil lamps.

We understand that Mr. W. F. Cullen, at present chief engineer of the propeller Jesse H. Farwell, will shortly resign his position to take charge of the propeller machinery on the new Michigan Central ferry boat, to be launched Saturday from the yards of the Cleveland Shipbuilding Co.

During the passage of the steamer City of Detroit Wednesday morning, a heavy beam sea was experienced in mid lake, and Captain McLachlan utilized the canvas oil bags carried by these steamers, with beneficial results. The bag was hung over the weather bow and at every dip a small quantity of the oil was deposited on the surface, giving ocular demonstration of the old time adage, to pour oil on troubled waters.

The propeller North Wind has been in the Cleveland drydock since Saturday, the repairs being more extensive than was expected, on survey, she was found to require eight outside plates, each twelve feet in length, and about fifteen new frames and floor plates. It is expected that she will be ready to come out of the dock tonight. This work when completed will be the largest job ever done in the Cleveland drydock on a steel hull.

Agreement has been made and the writings signed for the building of another new steamer. The builders are Thomas Quayle's Sons, and the parties for whom she is to be constructed are Messrs. Robert R. Rhodes and others, among whom are the Cleveland Shipbuilding Co. and Mr. A. R Manning, of this port. The measurements of the new boat will be 285 feet keel, 300 feet over all, 42 feet beam, and 23 feet hold. She will have a triple expansion engine, cylinders 20, 31, and 52 inches, with 40 inch stroke, or a duplicate of those in the Scranton and Lackawanna, except that two new cylinders will be 1 inch larger. The new boat will have two boilers, 11½ by 14 feet, allowed 150 pounds steam. Boilers and engines are to be built by the Cleveland Shipbuilding company. The new steamship is to be ready for sea on the opening of navigation next season.

Meteorological summary for the week ending October 23, 1888:

Mean actual barometer	30.09
Mean temperature	45.0
Mean humidity	71.7
Total precipitation	1 24
Prevailing direction of wind	W.N.W
Total wind movement	1565
Av. cloudiness	9 0
Av. state of weather	Cloudy
Max. temperature, highest	60.3
Max. temperature, lowest	36.0

W. H. HAMMON, Sgt. Signal Corps. U. S. A.

During the small hours of the morning of the 22nd inst. there were gathered together at the residence of Ex-Alderman Kist, on River St., many relatives and friends to celebrate the 50th birthday of the partner of his joys, and right royally were they entertained In the large room in which he carries on his business were placed the tables extending from front to rear, burthened down with viands and fruit; also the necessary refreshments that are required to make the occasion one of mirth and pleasure. There were present 45 relatives and 150 friends, who enjoyed the bounties of the host. Numerous presents were presented in a very happy manner, the recipient thinking no doubt that it is pleasant to know that after a half century of this life there are many who are unselfish enough to show that generous hearts beat for her welfare. Among the many substancial gifts can be mentioned a gold watch from her husband, gold head umbrella, cases of birds, mirrors. There were present three sons, three daughters, ten grand children, three sons-in-law. After supper the guests returned to the dining room, which had been prepared for the occasion, and at about 2 a. m. many were enjoying themselves, tripping the light fantastic toe. When daylight appeared the many guests began to disappear, and many were the congratulations heaped upon the host and hostess, as everything had passed off in a happy manner.

CHICAGO

Special to the Marine Record.

Lumber freights have gone up a notch of one shilling this week from all Lake Michigan ports excepting Menominee, too many vessels having been offered for that port. Freights now stand at $1.50 on dry lumber, and $1.62½ on wet lumber from Muskegon, and $1.62½ on dry and $1.75 on wet from Manistee.

The schooner Danforth had her jibboom taken out by a line from a tug when pulling her off the bottom of the river at Clybourne avenue bridge.

The schooner A. P. Nichols lost her jibboom and head gear Monday, by colliding with State street bridge.

The schooner Colonel Ellsworth arrived minus her jibboom Monday, having carried it away outside in bad weather.

Charles Wilson, who was mate on the schooner Charles Foster, has been appointed Captain of her, vice Hugh Hastings resigned.

At the Chicago Drydock company the tug J. W. Gardner was in dock for bottom calking, the tug Mariel for a new wheel, schooners J. L. Danforth and Colonel Ellsworth received new jibbooms, schooners Hattie Hutt and St. Lawrence, barge Ashland, steambarge J. E. Potts some general repairs.

At Miller Brothers' shipyard the steamship A. P. Wright was in dock and received a new bucket to her wheel, the tug Robbie Dunham a new shaft, steambarge Swallow was in for calking, the steambarge Joys is getting a new stem, and some stanchions and bulwarks and a new wheel, the schooner Minnie Slawson is having her center board repaired, the tug Earnshaw had her wheel fastened at the derrick, the steamship R. A. Packer is getting a new rudder and Trout wheel.

The schooner L. A. Simpson was in collision with the steambarge Rumbell up the south branch Monday, and took the smokestack, some pipes, and a portion of the cabin off the Rumbell.

Captain Charles Green, of the schooner Reed Case, owned by C. J. Magill, of this port, was drowned while attempting to reach the shore from his vessel, off Houghton, Mich., last Saturday afternoon.

Intelligence of the death of Captain John Kennedy, of the barge J. M. Huchinson, was received in Chicago Saturday, by Captain James Sims. That gentleman received the following telegram.

It is supposed that Captain Kennedy died of heart disease. When he left here on his grain laden vessel last week he complained of a severe cold. The deceased has been in the big barge, in command of which he died, for eight years, as seaman, mate, and finally, master.

Captain James Sims, Chicago: Captain John Kennedy died Saturday night. The body is here at Marine City in care of Adam Fredericks, undertaker. Report to societies he belongs to to look after him.

The schooner L. L. Danforth, coal laden and drawing 14.6 ran hard on the east draw of the Clibourne place bridge Friday, the 19th and stuck there six hours, completely cutting off all traffic across the span. It is here that the Packer came to grief. It now transpsres that the Packer, aside from her other injuries, broke her rudder. A new one is being made. Vessels of lighter draught should steer clear of the spot. A pump will be sent from here to the schooner Mediator, in bad shape at Racine.

The schooner J. A. Holmes cleared this port to go into winter quarters at Sheboygan, Wis.

The schooners Edward Blake and Jenny Mullin will go into winter quarters here on their arrival.

Schooner Mediator will be drydocked on arrival and then go into winter quarters. The steamship Hope was driven back into port after proceeding as far as Grosse Point. The Pensaukee grain laden for Buffalo, 30 miles out, was forced to return to Chicago. The schooner Danford finally got to her dock, not, however, until she had been delayed 36 hours and suffered the loss of her jibboom. Captain Finney of the F. L. Vance reports the barge Saugatuck and consorts sheltered under the Manitous.

The underwriters, who had risks on the hull of the steambarge M. M. Drake, came out lucky on her mishap in going on Grey's reef. There was a margin of between $8,000 and $10,000 on her value and her insurance. Monday, when it seemed she could not be released except at great expense, Captain Green, her owner, abandoned her to the insurance companies. Captain James J. Bardon, of this city, representing Crosby & Macdonald and the other general agencies on her hull, went at once to the wreck. By the release of the Drake Tuesday the insurance people came into possession of a valuable vessel at a figure much below her value, as the cost of repairs cannot be heavy if the reports from the straits are correct. It is probable, however, that the Drake will be given back to Captain Green on a compromise by which the loss account to the companies will be practically wiped out. This procedure has been followed once before this season by Crosby & Macdonald, who are well satisfied with this easy way of paying losses. The companies on the corn cargo have nearly a total loss to settle for. WILLIAMS.

MILWAUKEE.

Special to the Marine Record.

The schooner Camden while being towed up the river by the tug Welcome, ran into and demolished one end of Broadway bridge. It happened in this way: The Welcome whistled for the bridge and it was opened. The steamer Curtiss was lying at Smith's elevator and without blowing signals for bridge or draw attempted to get through ahead of the Welcome and tow, but as it took some minutes to get headway, the Curtiss only succeeded in getting in the way, and did not leave room for the tug to handle her tow. Consequently the tug lost control of the vessel and she crashed into the bridge. The city libeled the tug, schooner and steambarge for damages. There will be a suit to determine which is responsible. They were bonded.

The new steamer G. H. Dyer will probably get away this week on her maiden trip.

The barge Joys, of this port, and the steamer F. and P. M. No. 1 were in collision at Manistee, last week. The Joys broke her wheel and a few stanchions on her upper works forward, while the F. & P. M. No. 1 was uninjured.

The barge Hickox got away Monday night, having received a new crank here.

The big steamer Helena got aground abreast of the life saving station, in consequence of low water, and was pulled off after 48 hours of hard work. The steamer W. M. Egan also grounded at the same place.

The tug Vesta V. was in dock receiving a Sheriffs' wheel and some calking.

Messrs. R. P. Fitzgerald & Co. have sold another of their fleet. This time it is the big Barnum. Price $40,000. The Barnum was built by Jones, of Detroit, in 1873. Tonnage 1059, and rates A2, and is in first class repair. This leaves them of the old fleet the steambarge Nahhant and barge Northwest.

The sale of the Kershaw and Barnum will not decrease the number of boats in their fleet as they have two new steamers under construction, by the Detroit Drydock company.

The yards here have not as yet started on any new work for this winter, but there may be some new boats built here after the election is decided.

The steamer Susquehanna is still here waiting on her shoe and rudder and will probably be delayed ten days more.

Coal receipts continue large and they may reach the grand total of one million tons before the close of navigation.

The excursion steamer Roseville's new patent Sheriff's wheel, five feet in diameter, not only increased her speed one-third over the former one, but has a prompt action in controlling the boat in her frequent landings. She can now back up or go ahead as quickly as a street electric motor. This wheel was suggested by her commander, Captain D. McDonald. J.

SAND BEACH.

Special to the Marine Record.

This week has been as lively as any one wants; it some of the best boats on the lake have been sheltered here.

16th. Alma Munro, Otego and two, Geo. N. Brady and four, Louisiana, Bob Anderson, D. D. Porter, Tempest and five, Torrent and raft, Kate Williams, R. G. Stewart Lewis Pahlon Lowell and four, Sampson and three, Belle Cross and four. Schooners R. J. Gibbs, Sea Bird, H. A. Root, Reliable, Three Brothers, Sunnyside, Lady Essex.

18th. Peter Smith and four, B. Martini. The Rhoda Stewart bound down came in a few hours to repair her engine.

19th. Steamers R. G. Stewart, City of Concord, D. D. Porter. St. Louis and three, and F. R. Buell. The Chas. A. Street, lumber laden, bound down, run on the end of Pt. aux Barques reef and broke her wheel, shoe, stern post and rudder, she released herself and made the harbor where she was taken in tow by the tug D. D. Porter. Steamers, Ohio, Point Abino, Gettysburg, Calumet and one, Colonial, J. S. Ruby, Sabina and three, Kittie Smoke and one.

20th. Sweepstakes, Alpena and one, H. C. Schnoor, Bessimer, Flora, Samuel Marshall, schooners Typo and Aarctic. A. Sumner and Michigan, A. Folsom and two, Iron Chief and one, Cumberland and one, Alcona and one, Mecosta, Niagara, Fessenden.

The tug Torrent carried away the bolts holding the stern post to the shoe, the services of a diver were engaged and repairs made here. T.

MARQUETTE.

During the week closing with Wednesday, the 17th, the Lake Superior mines sent to market by water 165,781 gross tons of iron ore. The lake shipments for the corresponding week in 1887 footed up only 130-388 tons. At this date last season the shipments had reached only 69,223 tons more than the figure to which they have now risen. The week's shipments from the different ports were as follows: Marquette range 34,582 tons; Escanaba, 69,152 tons; St. Ignace, 2,543 tons; Ashland, 37,814 tons Two Harbors, 21,690 tons. By ranges, the shipments to date are: Marquette range, 1,491,011 tons; Gogebic range, 1,069,607 tons; Menominee range, 918,865 tons; Vermillion, 349,126 tons.

PORT HURON.

Special to the Marine Record.

Captain M. W. Packard of this city with a gang of men is at work raising the sunken barge Magnet below this city. They are in view of purchasing the tug Geo. Hand's engine and converting the Magnet into a steambarge.

Captain Wm. Love of Marine Boiler Works was in the city Wednesday.

The Roswell P. Flower arrived in this city on the 27th with a broken rudder. A new one was made by the W. D. D. Co., and placed into position by Captain Thomas Isabelle, the diver.

Captain Harvey J. Kendall of this city has accepted the position of captain of the tug A. J. Wright, in place of Captain Thos. Foster.

Captain Heminger with a full wrecking outfit has gone to the wreck of the Oliver Cromwell, wrecked in the recent gale.

The tug Porter arrived here yesterday morning with the disabled steamer Charles Street.

The tug Sweepstakes has gone to Alpena, to bring the schooner M. F. Merrick to Detroit. She is leaking, but her pumps keep her free.

Captain F. J. Merriman is hard at work on the St. Joseph beached on the Canadian shore below this city. They will raise her and put her into the dock and rebuild her so as to make a first class steam barge. She was burnt here a short time ago.

It has been blowing a gale here for the past week. The water was three feet lower Thursday and Friday than it has been for sometime past The D. C. Whitney could not get into the drydock on account of low water. K.

KENOSHA.

Special to the Marine Record.

C. H. Starke & Co. of Milwaukee, having received the contract for dredging at this place, are now at work putting in three cuts the length of the harbor piers to a uniform depth of 16½ feet of water, also removing the bar at the entrance.

During the storm of the 18th, two young men sailed from this port, bound for their home in Racine, in a small sloop. When four miles north the boat filled with water and capsized. The life saving crew responded at once but before they reached the wreck its occupants who had been floating on a hatch were washed off and drowned. Their bodies have not yet been found.

On the 20th, the tug Evenson while engaged in towing dump scows, got a line in her wheel disabling her, but for the prompt assistance of the life saving crew and tug Engle, both tug and scow would have gone ashore with perhaps loss of life.

The life saving crew was called out again on the 21st to the disabled tug Crawford, of Chicago, thus have the boys been doing valuable service during the past week.

The schooner Eveline is the first to go into winter quarter at this place. C. A. E.

RACINE.

Last week the three masted schooner Mediator, bound from Menominee to Chicago with lumber, appeared off this port flying a signal for a tug. The sea was running high and a tug did not venture out, so the vessel attempted to sail just inside the harbor. She struck a sand bar and the rudder was carried away. The vessel grounded heavily upon the bottom, and the tug parted a line in attempting to get her inside, finally she drifted against the north pier, sprung a leak and filled with water. She now lies on a sandy bottom with a tremenduous sea running over her deck load, a portion of which is gone. There is danger of her pounding to pieces unless the storm subsides. At 8 o'clock the crew left her. The vessel is owned by the Skeels estate, Chicago, and there is no insurance. To whom the cargo is consigned is not known

The sloop Bed Bug, on her way from Kenosha to this port, capsized when six miles south of here, and the occupants, Dan Sullivan, a seaman, age 32 years, and James Cline, a stevedore, aged 28 years, were drowned. Both men were from Racine.

FORE AND AFT.

At Chicago the city is doing considerable dredging in the shoal spots at the bridges of the north branch.

It is strange the grain business should be so light at Toledo when there are 2,000,000 bushels in the elevators.

The steamer Westminster, from Alexandria Bay, is docked at Portsmouth receiving sundry repairs.

James Patton, collector of customs for Toronto, was found dead in his office in the custom house building. Appoplexy.

Canadian mariners think the government should waste no time in appointing an inspector of hulls of freight boats.

The schooner Red, White and Blue encountered rough weather on her way down from Escanaba with ore. She is leaking.

The Canadian wrecking steamer McArthur arrived Friday at Windsor, where she will be stationed for the remainder of the season.

Charles Greenwood, wheelman of the propeller Wocoken, fell dead from heart disease in Duluth Tuesday. His home was in Cleveland.

The Neelon was not chartered for England after all, owing to a disagreement about the insurance. She is loading ore for Cleveland.

The fire on the barge Breden at Chicago only scorched her hull, but destroyed her tow-line, foresail, and staysail. She will not be delayed for repairs.

The Anchor Line has chartered a lighter in Chicago to help heavy draft vessels in and out of that harbor. The expense, it is said, will be saved in tow bills alone.

The propeller Chemung engaged in another effort to break her record from Buffalo to Chicago. The run to Port Huron was made in 22 hours and 15 minutes.

The steambarge Escanaba, bound down with ore, stranded in a dense fog on Lighthouse point below here and was released by the tug Duncan City, sustaining but little injury.

The schooner Highland Beauty recently ran ashore at Oakville, N. Y., and will prove a total loss. She was built at Oakville in 1868, measured 58 tons, and had an A2½ rating. Value about $1,500.

It is thought that the schooner Blanche is sunk near Poplar Point. A steam yacht scraped her bottom on something near the point which is generally supposed to be one of the masts of the unfortunate vessel.

Vessels are requested by the United States engineer to keep on the south side of the dredges at work in the mouth of Chicago river. Plenty of water will be found there, while on the north side it is shallow.

The shipments of iron ore for the season up to date from the Lake Superior mines are as follows: Marquette range, 1,428,426 tons; Gogebic range, 1,033,000 tons; Menominee range, 884,930 tons; Vermillion range, 327,439 tons.

The total number of vessels engaged in trade between Ottawa and the United States and coastwise between Montreal and Ottawa and Ottawa and Kingston amounts to 5,357 with an aggregate tonnage of 897,359 tons measurement.

A raft which was being towed down the St. Clair river Tuesday morning became entangled with a couple of vessels anchored off the docks causing considerable confusion A number of logs were left behind as a memento of the affair.

Leary, who built the great timber raft at Joggins, N. S., says he will build no more rafts. The expense of constructing and then breaking up is more than the cost of transporting, and renders the big raft system more expensive than vessels.

The new steamer W. B. Morley which was having her engine and boiler put in at Detroit, left that place last week, going below for a load of coal. She passed up Friday afternoon and will make a few trips before she goes into winter quarters.

The big propeller Helena was four bushels over on her Chicago cargo, and thus maintains her record of always overrunning She was tied up at the foot of Washington street with a diver at work on some slight defect in her stern-bearings.

The schooner R. Halloran will be libelled for sinking the schooner Oades on Lake Erie as soon as the evidence is in shape, so Captain Crosby says. The loss on the Oades was $16,000 and this will be the claim of the insurance companies in the suit.

Fire was put under the boiler in the new grain elevator at Sarnia, on Wednesday for the first time and the engine set in motion. The shafting in the building is being put in shape and it will be but a short time when the elevator will be running full blast.

The Buffalo Express says there is much complaint against the Vermont Central railroad among package-carrying steamers, because the rates have been so persistently cut down by the Ogdensburg line. There is no profit in the business as now handled, they say.

The highest stations in Europe for making meteorological observations, are about 10,000 or 11,000 feet above sea level. That on Pike's Peak is 14,100 feet, thus exceeding, by more than 3,000 feet any in Europe. But that is not the highest in America, for on Mount Lincoln, in Colorada, there are mining works at an elevation of 14,297 feet, and at the same point a meteorological station conducted by Harvard College. In Peru there is a station on the Andes 14,300 feet above the sea.—*Iron Trade Review.*

On the last trip of the schooner Annie Falconer to Oswego, a sailor named Edward Ostrander, of Picton, Ont., was lost overboard and drowned. He had come over from Kingston on the schooner Gearing and had come out to the Falconer in a small boat to look for a berth. Ostrander attempted to climb up the chain plates of the Falconer, but lost his hold, and as the boat had drifted away from the vessel, he fell into the water and was drowned. The life saving crew were looking for the body, but at latest accounts had not succeeded in finding it. Ostrander was a brother of Captain Ostrander, of Picton.

Commander Casper F. Goodrich, of the United States Torpedo Station at Newport, on whom Yale University has just conferred the degree of M. A., is one of the youngest officers of his rank in the navy. His career has been marked by successful attainment and brilliant promise. Of distinguished Connecticut ancestry, his preparation for Yale was abandoned for a course at Annapolis, where he was graduated valedictorian of the largest class which ever entered the academy. Since graduating he has been detailed by the government for various important duties. His official report of the English-Egyptian war of 1882 has been adopted as the authority by the leading nations of Europe.

OUR LOCAL VICKINGS.

The members of the Corinthian yacht club of this city enjoyed their last formal sail of the season last week. Why a yacht club should be called Corinthian is something of a puzzler, but with all the problems of life hoarsely demanding a speedy answer it is not likely that the great mass of hard-working taxpayers is going to collectively worry itself individually wondering what in the nation possessed those young men to go and call themselves Corinthian. But, anyhow, four of the club yachts with two Hyde Park boats went sailing clear out to South Chicago. They had quite an eventful voyage, the commodore of the fleet having cut his forefinger with the tomato can while bailing out the flagship. The second mate of the Mary Jane also shivered his timbers. He stepped on his new walking stick and smashed it. It was a real nice cane, too. The fleet was tied up at the dock at Colehour with the most beautiful gros-grain ribbons, each yatch having its own combination, don't you know. The Mary Jane had pale pink and pale blue, and the Only Son had old gold and olive green, and the Miss Nancy had pearl gray and lilac.

The sailors walked over to the iron works and breathed the gas, wich is said to be very good for the whooping-cough, and then they all had luncheon in true sailor style. They had lemonade and pickles and layer cake, sponge cake, chocolate cake, angel's food, almond cake, and slews and slathers of other kinds of cake, and deviled lobster, and ginger-ale, and ham-sandwiches, and, O! a whole lot of things. Regular sailor style, don't you understand, like so many old tars, Then at 3 o'clock they set sail, and the first they knew the wind in sportive rivalry freshened. This was a little too much for some of the able seamen, and the bu'sun tight and the midshipmite and the rear-admiral and several others leaned over the taffrail and jettisoned their lunch. The stern and rockbound coast of Jim Rootville, alias Hyde Park, loomed into sight just then, and, as they were all feeling pretty badly, three of the boats entered the breakwater and threw out their keelicks. Their yachts are to be brought up town by express wagons to-day. After all it is when winter's stormiest winds do blow, and the boats are all locked up in the boat house, and the sailor men are lounging in the clubhouse, that yachting prospers best in Chicago. Yachtmen don't care for the summer when they have to go out sailing. They like the winter best. Codlin's their friend not Short.—*Chicago Evening News.*

THE American Ship Windlass Company, of Providence R. I., have just received orders from James E. Ward & Co., N. Y. (Ward's line to Havana from New York) for three Providence steam capstans for their three old boats, Santiago, Saratoga and Niagara. All their new boats have the steam capstans and they were found so efficient that they have ordered them put on the older boats. The schooner Govenor Ames (3000 tons capacity) has a steam boiler for hoisting, and the owner has just ordered a steam capstan for handling her hawser. The schooner Elisha Gibbs, of New Bedford, Mass., will replace her Wyde windlass, built at Bath, with a Providence patent windlass made by the American Ship Windlass Co. In addition to these the company have received orders from the Detroit Drydock Co. for six steam windlasses and capstans and one for R. Mills, shipbuilder at Buffalo. The fact that the material entering into the construction of these machines is advancing in price should prompt builders to place their orders with the American Ship Windlass Co. as early as possible. See list of orders in another issue.

NORWAY AND THE INTERNATIONAL MARINE CONFERENCE.

The Norwegian Marine Underwriters met in convention at Christiana, Norway, on September 13, representatives of eighteen companies being present from various parts of the kingdom. The first business dispatched was the unanimous adoption of a resolution at the instance of S. W. Flood, of New York, requesting the Norwegian government to accept the invitation of the United States to join the other maritime nations in a conference to be held at Washington in April, 1889, to devise means for securing greater safety at sea. It is semi-officially learned that Norway has accepted the invitation and will be represented at the conference by a naval officer and by a commander from her mercantile marine.

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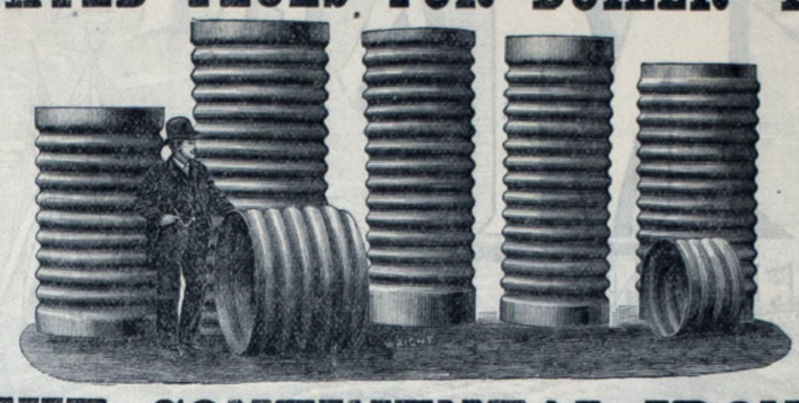

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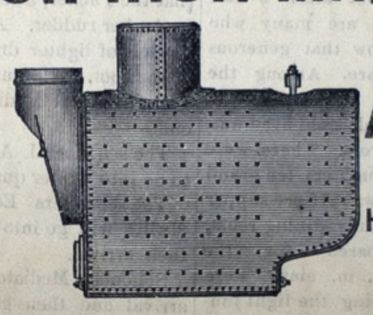

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THE SOUND COMPASS.

The fearful disaster to the Geiser has again drawn notice to the proposed device for overcoming the perils of fogs at sea. About the only danger in ocean travel nowadays is that of a collision in a fog. Fires can be extinguished full as well as on land, for the apparatus provided is powerful, always ready, and there is no dearth of water. Electric lights conquer darkness of night, and if fogs could be penetrated or issipated in some way, about the last element of danger would be removed. The device that seems to promise the best protection is what is known as the sound compass. It was originated in 1877 by a seaman named Jeffreys, and although it has been a subject of discussion among vessel associations for five years, it has not yet been adopted.

It is simple and it does not appear that it could be improved upon in any paticular. The sound compass would be simply a printed circular shaped card attached to the ship's compass. According to black, heavy strokes, short or long, as they may be, the ship's whistle would indicate the course on which she was sailing. These signals made at intervals of a minute can ordinarily be heard several miles away. When th officers of any vessel hear such signal whistles by looking at their sound compass they can at once tell in what direction to look for the signaling ship.

The signals can soon be committed to memory and the system is such that its defects cause little annoyance. One long whistle is north. The only other signal blast is the short whistle for east. So if there is any doubt the officer who hears the signal knows the invisible ship is either making northward or eastward. None of he other signals can be confused.

KING AND SHERIFF.

Captain King and Sheriff Anderson had a desperate contest Monday night for the possession or the barge Gardner, which was lying in port, having unloaded a cargo of coal. Captain King had some trouble with a sailor named Ellis, and Ellis had the captain arraigned before a justice of the peace to show why he should not pay him wages due for services. Another sailor also issued an attachment for wages due. The captain attempted to leave port, but sheriff Anderson objected, and a prolonged fight ensued between the sheriff and captain, seconded by the captain's wife and Attorney Sheile' The Captain drew a revolver on the Sheriff, who immediately covered him. The fight lasted nearly all night, and a warrant was issued for the captain's arrest on the charge of resisting an officer. The captain engaged legal talent to make a fight in the courts, but after consulting with his attorney, he concluded that it would be cheaper to settle, which he did. When the costs and wages were figured up, the total amount was $114.52, not including his attorney fees. All complaints against the captain for threatening to kill people, resisting an officer, and using abusive language, were dropped. The amount due the two sailors when the trouble commenced was $34. The vessel will sail for Menominee when the wind is favorable.

The Lidgerwood Manufacturing Company, located at 96 Liberty Street New York, report a brisk demand for both their steel and iron marine boilers. These goods are of superior construction and merit the attention and patronage they attract.

LIGHT HOUSE NOTICE

By direction of the light house board notice is hereby given that a wreck between the piers at Holland, Michigan, obstructs the entrance to the harbor. It will be removed as soon as possible, and will, in the meantime, be properly lighted from sunset to sunrise. C. E. CLARK, Commander United States Navy, Inspector Ninth Light House District.

The lighthouse board has issued the following notice to mariners on the northern and northwestern lakes; "Notice is hereby given that, on or about October 15, a fixed white light of the fourth order will be shown from the structure recently built at Skilligallee light station, at the head of Lake Michigan. The focal plane is fifty-eight feet above the level of the lake, and the light should be seen in clear weather from the deck of a vessel ten feet above the lake fourteen statute miles. The temporary light will be discontinued."

REFERRING to the proposed Marine Conference and other movements now being considered, the London Nautical Magazine well says;—Proposals for making far-reaching and fundamental alterations of the international rules must, before they are adopted, receive very carefull discussion and sifting by the master mariners and officers of our mercantile marine, and before they can be accepted the owners whose property is at stake must have something to say. Practical common sense must weigh them, and in no case should the rules be tampered with until the necessity is abundantly and universally admitted. If anything can be done to reduce the number of collisions we should all rejoice, and underwriters and owners above all. But we must never forget that simple practical rules, which are well known, but which may not meet the approval of one or two critics, cannot be set aside in favor of other rules, even if theoretically perfect in the eyes of their proposers; and that nothing should be done to hamper the action or judgment of the practical master mariner, but when bound by law to get out of the way of another ship, he should be left free in the circumstances in which he is placed to get out of the way as best he can.

IN the list of vessels issued by commissioner of Navigation Morton includes the Norther King built by the Globe Iron Works Co., giving her tonnage as 2476.35 gross, 1885.14 net, hailing from Marquette; the tug Robert Greenhalgh 39.49 gross tons and the canal boat Robert Downey 146.29 tons hailing from Oswego.

There is much complaint against the Vermont Central Railroad among package-carrying steamers, because the rates have been so persistently cut down by the Ogdensburg line. There is no profit in the business as now handled, they say.

An endless variety of rubber goods, in various styles, may be seen at the warehouse of the New York Belting & Packing Company, 15 Park Row, New York City. Their perforated and corrugated mats and matting are known all over the world, and will be found just the thing for steam ship use, on decks and companion ways. Their superior steam hose is also very popular for use on board steamers and tugs.

CATARRH CURED.

A clergyman, after years of suffering from that loathsome disease, Catarrh, and vainly trying every known remedy, at last found a prescription which completely cured and saved him from death. Any sufferer from this dreadful disease sending a self addressed stamped envelope to professor J. A. Lawrence, 212 East 9th St., New York, will receive the recipe free of charge.

"De man Wot knows it all is allus a-makin' change, a-buyin' ob experience."

The man who does not think he "knows t all" about pumps, steam engines, and boilers, can find out a great deal about them in Grimshaw's Pump Catechism, $1; Steam Engine Catechism, $2; or Boiler Catechism, $2; Preparing for Indication, $1; by mail post paid. Address Pub. Marine Record, 144 Superior st., Cleveland O.

ROCK EXCAVATING AND DREDGING IN Niagara river, New York. U. S. Engineer office, Buffalo, N. Y., October 10, 1888. Sealed proposals in triplicate will be received at this office until 12 M., [eastern standard time] November 24, 1888, for rock excavation and dredging in the Niagara river, N. Y. All required information can be obtained at this office where plans may also be seen. F. A. MAHAN, Captain of Engineers.

UNITED STATES ENGINEER OFFICE, 34 WEST Congress street, Detroit, Mich., October 20, 1888. Sealed proposals for furnishing materials and labor and constructing a pier in front of Fort Brady at Saint Mary's Falls Canal, Michigan, will be received, in triplicate, at this office until 2 p. m., November 19, 1888, and then publicly opened. Preference will be given to materials and plant of domestic production or manufacture, conditions of quality and price (import duties included) being equal. The government reserves the right to reject any or all proposals. For further information apply at this office, or at the U. S. Engineer office, Sault Ste. Marie, Mich. O. M. POE, Colonel of Engineers, Bvt. Brig. Gen'l, U. S. A.

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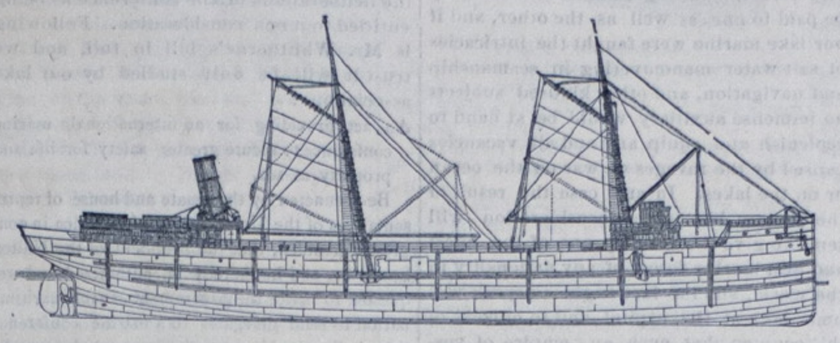

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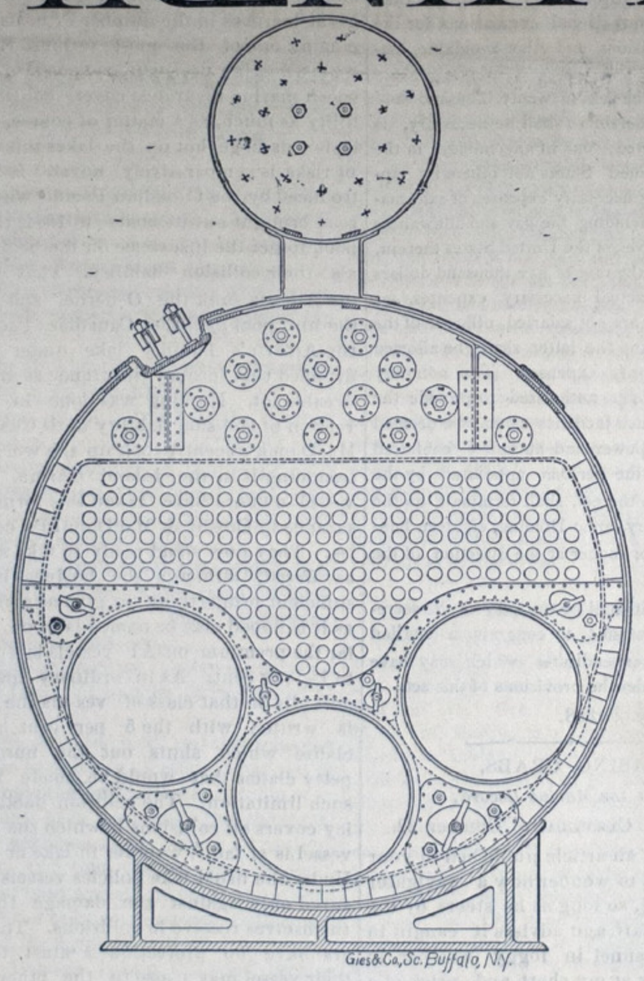

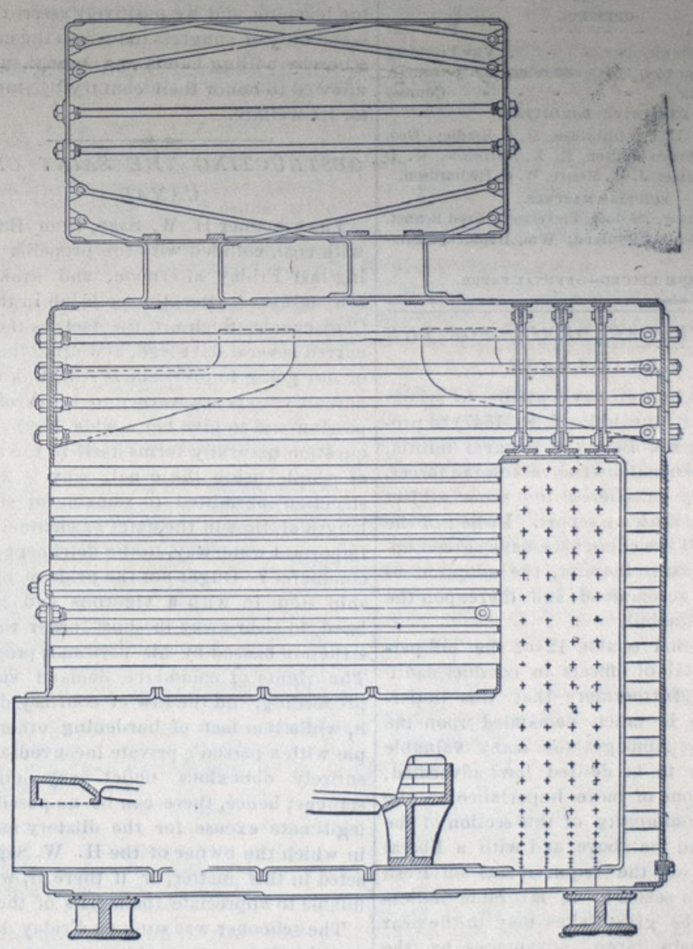

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Published Every Thursday at 144 Superior Street, [Leader Building] Cleveland, O.

A. A. POMEROY, EDITOR AND PUB

BRANCH OFFICE:
252 South Water Street, Chicago, Illinois,
THOMAS WILLIAMS, Associate Editor.

TERMS OF SUBSCRIPTION:
One year, postage paid.....$2.00
Six months, postage paid..... 1.00
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THE MARINE RECORD can be found for sale by the following news dealers:

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MARINE RECORD—OFFICIAL PAPER.

NAVIGATION ACADEMIES FOR THE GREAT LAKES.

The committee on naval affairs, to whom was referred the bill (H. R. 1847) to provide for the enrollment of a naval militia, and the organization of naval reserve forces, having duly considered the same subject submit the following report. In lieu of the original bill the committee have agreed upon a substitute therefor, the adoption of which they recommend and thereupon the passage of the bill,

We find that section 12 of the bill permits the detail of officers to conduct nautical schools, furthermore that this important action is much demanded upon the great lakes. Amongst the many valuable and greatly to be desired laws advocated, there are none of more importance to the maritime community of this section of the country than the above, and with a liberal knowledge of the requirements on fresh water, there seems to us favorable indications that the great lakes may in the near future obtain large advantages by the passage of the section quoted above.

The advisability of training the younger members of the marine community up to the highest standard of their profession has long been a subject of interest to many of our learned and scientific men connected with the service directly and otherwise, and any legislative measures tending in this direction would meet with the approbation and patronage of a large circle of our lake marine. Private enterprise is not in itself far-reaching enough to take hold of and carry the educational qualities of a class of adults through to a clear comprehension of the essentials requisite to place our marine in the leading position which it is entitled to occupy at the present day, and which it would have arrived at before this if the legislative had given the necessary power and encouragement. The practical, theoretical, and important national results of a liberal academical training are by no means to be ignored or despised in the course of a nation's progress, for, in the event of unpleasant complications arising with other powers, the United States would feel her position keenly, if she had to seek marine talent and qualified instructors from alien sources, as other nations have had to do before, more especially when it is considered that the United States has had every possible opportunity to educate and equip her marine resources during a lengthy period of comparative peace. The endeavors of any private individuals would only eventuate in mediocrity so far as a thorough and national education is concerned; hence, it behoves the federal government to take a tively interest in the welfare of our mercantile marine, considering it not only a duty, but a privilege to cultivate and encourage the means of elevating and protecting the nation's safeguards; and, since the fact is freely admitted that the naval reserve will go hand in hand with the military forces, a due regard must of a necessity be paid to one as well as the other, and if our lake marine were taught the intricacies of salt water manœuvering in seamanship and navigation, and other kindred subjects an immense auxiliary would be at hand to replenish and equip any and all vacancies caused by the ravages of war on the ocean or on the lakes. In any case the result of the present bill under consideration will tend to give the country one of the finest and best marine forces of any nationality in the world, and the fact ought to speak volumes both at the capitol and to citizens of this country that even an empire of yesterday is more ahead of the marine than the wealthy and influential republic of the United States of America; hence, the naval discipline and the general go aheadativeness of the Japanese must not be allowed to exceed the national reputation of this country in any particular whatever, much less on so important a subject as a national defense. The preliminary steps to be taken in the matter is a course of tuition to enable the rank and file to appreciate more fully the absolute control the United States must have over her property and interests in whatever part of the world it is found to exist, admitting that our flag has never yet been insulted or degraded by any of the foreign powers; yet this argument can not in the natural course of history and events hold good forever, and as our power and influence becomes more widely felt abroad, extra vigilance and safeguards will be required to support and maintain our integrity and commercial relationship among the various nations with whom we are brought in contact. The duties and discipline of a volunteer force afloat cannot be acquired in a few days, or weeks, and even if such was the case, no facilities are offered for learning, and we positively assert that it is the duty of congress to furnish the means, whereby willing hands and hearts may be allowed to honor their country by studying for its welfare.

OBSTRUCTING THE SAINT CLAIR CANAL.

The schooner H. W. Sage, from Buffalo, with coal, collided with the propeller Lansing last Friday afternoon, and sank in a few minutes after the collision in the St. Clair canal. Such are the facts as they occurred several days ago, and up to the time of our going to press she is still sunk there, and all vessels are warned to be careful in passing and to give her a wide berth. The question naturally forms itself in the minds of people using the canal, why is an obstruction permitted to remain for such a length of time in the gates or channel of an important waterway, to the detriment of all commerce? Ought not the pride of ownership step in with a vigorous and liberal hand, to clear away in short order the obstruction caused by his personal property. The rights of commerce demand such a proceeding, and the law of courtesy desires it, while the fact of burdening other people with a person's private inconvenience is entirely obnoxious under any circumstances; hence, there can be no possible or legitimate excuse for the dilatory manner in which the owner of the H. W. Sage has acted in this matter, or if there is, we are unable to appreciate the merits of the case.

The schooner was sunk on Friday last, as stated before, yet no assistance was sent to the sunken vessel until Saturday afternoon. Even after this long delay, if a powerful expedition, including two divers, had been forwarded, such as the facts of the case warranted, the wrecking would then have been carried on in a systematic manner, and the obstruction to navigation removed before this.

President Cleveland recognized the enormous value of the traffic through the St. Clair canal by his recent message to Gen. O. M. Poe, and if such direct efforts are to be neutralized by the very men who ought to support the action in every detail, then compulsory measures must be advocated to re-assure commerce that no impediment, or artificial obstruction will be allowed to stand in the way of the movements of our important inland marine.

We have already heard a strong expression of disapproval from vessel owners around the lakes on the manner in which this sunken schooner has been handled, and we hope that if a similar case should occur more expedition may be used and a due regard paid to the many interests involved.

INTERNATIONAL MARINE CONFERENCE.

The important interests involved in this conference are already meeting with a large share of attention from the organized marine bodies on the chain of lakes. With a united effort we think that two of the delegates might be appointed from the lake region, one to represent our lake marine and one thoroughly familiar with admiralty practice, and these qualifications can be produced if the necessary weight is brought to bear on the president of the United States. The lake trade is really the back bone of the export coast trade, and immense capital is involved, requiring a strong representation, and while the east will probably secure the strength of the delegation, the great lakes must be acknowledged in the deliberations of the conference as being entitled to much consideration. Following is Mr. Whitthorne's bill in full, and we trust it will be duly studied by our lake associations:

An act providing for an international marine conference to secure greater safety for life and property at sea.

Be it enacted by the senate and house of representatives of the United states of America in congress assembled, that the president of the United States be, and he thereby is, authorized and requested to invite the government of each maritime nation to send delegates to a marine conference that shall assemble at such time and place as he may designate, and to appoint seven delegates, two of whom shall be officers of the United States navy and one an official of the life-savfng service, two masters from the merchant marine (one from the sailing marine and one from the steam marine), and two citizens familiar with shipping and admiralty practice to represent the United States at said marine conference, and to fill vacancies in their number.

Sec. 2. That it shall be the object of said marine conference to revise and amend the rules, regulations, and practice concerning vessels at sea, and navigation generally and the "International code of flags and night signals;" to adopt a uniform system of marine signals, or other means of plainly indicating the direction in which vessels are moving in fog, mist, falling snow, and thick weather, and at night; to compare and discuss the various systems employed for the saving of life and property from shipwrecks, for reporting, marking and removing dangerous wrecks or obstructions to navigation for designating vessels, for conveying to mariners and persons interested in shipping, warnings of approaching storms, of dangers to navigation, of change of lights, buoys, and other day and night marks, and other important information; and to formulate and submit for ratification to the governments of all maritime nations proper international regulations for the prevention of collisions and other avoidable marine disasters.

Sec. 3. That the sum of twenty thousand dollars, or so much thereof as shall be necessary, is hereby appropriated, out of any money in the treasury of the United States not otherwise appropriated, for the necessary expenses of said marine conference, including the pay and allowances of the representatives of the United States therein, which shall be at the rate of five thousand dollars per annum, and actual necessary expenses, for such delegates as are not salaried officers of the United States, and the latter shall be allowed their actual necessary expenses. The secretary of the navy is hereby authorized to provide the conference with such facilities as may be deemed necessary. The power and authority conferred by this act upon the persons appointed by the president by force thereof, shall terminate on the first day of Janurry, anno Domino, eighteen hundred and ninety, or sooner at the direction of the president.

Sec. 4. That it shall be the duty of the secretary of state to transmit to congress a detailed statement of the expenditures which may have been incurred under the provisions of this act.

Approved, July 9, 1888.

CHASING CRABS.

To the Editor of the Marine Record.

CLEVELAND, October 22.

The writer of an article published in your late issue seems to wonder how a navigator could go wrong, so long as he steers by the compass and chart, and advises if caught in the English channel in foggy weather, to sit down calmly at my chart and prick of a position and set my course so as to reach my port of destination in safety. This is a very fair advice to the fresh water navigator as the depth of the water at each place always continues the same, with very little rise or fall. So the fresh water navigator, by taking a cast of the lead and referring to the chart, can tell pretty near the distance he is from the shore, and the point of the compass to steer by, so as to keep his vessel at a safe distance from the land.

But in such places as the English channel, where there is a strong ebb and flow of tide, soundings are uncertain, and a cast of the lead will not give one an idea of the distance he is from the shore, as in some places we find one foot of water, at low water, and in the same place sixty feet at high water. This goes to show that in such places you cannot obtain a position by soundings or a point from which to take or set a course by the chart, and it must be understood that if you have no point to steer from, your chart is of no use at all; you may steer by a point of the compass, but you must have an object or point from which to take that course.

You cannot steer by the compass and chart in foggy weather in the English channel, whether you have an object or point to start from or not. If you take your course, say for example, north, the indirect current sweeps your vessel in an oblique course, and although the vessel might be heading the right way, yet she might be drifting right toward the gooing sands or some such treacherous place, where if she strikes at all she goes down with her crew. The mariner knowing the danger that he is placed in, grasps for the first of the sailors three L's, takes many a cast, and if he finds that his vessel is drifting into shallower water, down anchor and stay, if possible, until the weather clears. In this case the lead takes the part of a life saving apparatus and is well deserving of the name, that is if the tide does not ebb from around his vessel. Sometimes they heave up and must change their position.

The gentleman who wrote the article referred to, seems as if he is not in favor of the use of proper language in giving orders to the man at the wheel, and said not long ago that no seaman would approve of the use of proper language but P. C. Well it so, let them R. I. P., but the steering of a vessel is the most important part of seamanship, and something that should be considered as above, to be governed or directed by the use of improper language, and although R. I. P. and all other broken down captains, kick against the use of proper language, common sense and the age we live in calls aloud for it.

R. I. P. seems to know all about catching crabs, well, I should'nt wonder but he does, but not the shell backed crab, and it appears to me by the ignorant questions he asks, that he is one of those old captains who never saw a ship and has more faith in the towline than he has in the almighty or his own seamanship. His questions sound as if they were driven from his mouth by a forty horse power engine of compound ignorance. I don't know of anything in the world that I can compare his foolishness to, excepting the balling of that charming little bird called the donkey.

PATRICK CAROLAN.

COLLISION LIABILITY.

The Chicago Tribune has the following, evidently coming from Crosby & MacDonald, the insurance agents of that city: Collision liability, with the rapid change in the lake marine from small to large vessels and from sail to steam, together with the great increase in the number of boats, is becoming one of the most serious risks to which floating property is exposed. On the ocean marine insurance covers collision liability as much, as a matter of course, as collision damage, but on the lakes this phase of risks is comparatively novel. It was introduced by the Canadian Pacific when that road brought out its boats in 1884, the hull pool, to get the insurance on the boats, took also their collision liability. That season the Alberta sunk the Osborne, and when the hull pool paid the Canadian Pacific for the Alberta's liability lake under writers dropped that form of insurance as an undesireable lot. Nothing was done in the direction of collision liability until Charles A MacDonald recently took up the work of introducing it in the inland marine. A few vessel owners have taken this form of insurance in Crosby & MacDonald's companies. They now stand ready to take all risks as offered, although the business is not of sufficient proportions to give as good rates as it is hoped may be named later on. Thus far the premium on A1 vessels is from 1¼ to 1½ per cent. As in ordinary insurance on hulls on that class of vessels the policy is written with the 5 per cent average clause which shuts out the numberless petty claims that would be made without such limitation. The collision liability policy covers all collisions in which the insured vessel is at fault, whether in lake or harbor. Under the usual lake policies vessels are insured only against the damage they may themselves receive in collisions. The owners have no protection against the loss their vessel may cause to the other craft. By maritime law this liability is limited to the value of the boat doing the damage, and it is quite common for owners to settle for collisions by surrendering their vessels to the aggrieved parties.

Not much will be done in the way of collision liability insurance this season, but it is probable that it will be quite a factor in the lake marine next spring when hulls are placed for the year.

NOTICE TO MARINERS.

A fog horn, operated by steam and compressed air, established by the government of Canada at Great Duck island light-station, Lake Huron, was put in operation on Oct. 8, latitude north 45 degrees, 37 minutes, 12 seconds; longitude west 82 degrees, 56 minutes, 35 seconds. The horn sounds blasts of eight seconds' duration, with thirty-five seconds between the blasts. The fog alarm building is situated about 150 feet southeasterly from the light-house on the southwest, point of the island, and is of wood, painted white with brown roof. This notice affects admiralty charts Nos. 519 and 678, and Canadian list of lights, No. 224.

WILLIAM SMITH,
Deputy Minister of Marine.

LAKE CARRIERS' ASSOCIATION

TO CONSIDER AND TAKE ACTION UPON ALL GENERAL QUESTIONS RELATING TO THE NAVIGATION AND CARRYING BUSINESS OF THE GREAT LAKES AND THE WATERS TRIBUTARY THERETO, WITH THE INTENT TO IMPROVE THE CHARACTER OF THE SERVICE RENDERED TO THE PUBLIC, TO PROTECT THE COMMON INTEREST OF LAKE CARRIERS, AND PROMOTE THEIR GENERAL WELFARE.

BOARD OF MANAGERS, 1888.

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MARINE RECORD—OFFICIAL PAPER.

FLOTSAM AND JETSAM.

The water in the St. Clair river is three feet lower than at any time this season.

Lumber freights are quoted: Bay City to Tonawanda and Buffalo, $2,50; Saginaw to same, $2,67½.

Toledo parties have bought the schooner Itasca of John B. Merrill and others of Milwaukee for $7,500.

Corporation Counsel Green of Chicago sustains the harbormaster in tying up vessels he thinks likely to obstruct bridges and navigation.

Harbor Springs, Mich., boasts a marine elevator capable of handling 1,000 bushels of grain per hour, that has just been completed.

Henry N. Botsford has purchased the interest of C. J. Rathbon and W. F. Botsford in the Wolverine Drydock company at Port Huron.

Four vessels carrying 30,000 barrels of oil are at Duluth. About 100,000 barrels will be received there between now and the close of navigation.

The harbor at Holland is again open to vessels, the last vestige of the Austria's wreck having been cleared away. There is nine feet of water there.

The schooner Adirondac, light, bound for Menominee, is reported ashore on the south east point of Green Island in Green Bay. She lies in an exposed condition.

The body of Charles Cox, cook of the tug Dana, the man who mysteriously disappeared from the tug about three weeks ago, was fished out of the river last evening. The body was decomposed.

It is understood that the owners of the propeller Fred Kelly and consort Warner offer them for sale at $60,000. The boats rate A2 and have an insurance valuation of $74,000.

Crosby & McDonald's companies have $25,000 on the Drake's hull. Captain Crosby says she is insured for about $50,000. Her cargo is divided between the Commercial Union and Smith & Davis' companies.

The propellers Albany and Owego went aground in the bend of the river, owing to low water. They were released after considerable delay with the aid of several tugs and they had to go up the Blackwell canal, nel.

The D. W. Rust and consorts grounded at Bar Point Saturday morning. The Rust got off without assistance. It took the wrecker Saginaw all day to release the Clint and Butts, The wrecking steamer Dickinson has gone to the relief of the H. W. Sage sunk in St. Clair Canal.

The steambarge City of Montreal, which went ashore Friday on Michipicoten Island, is a total loss. Her consort Manhatten, has not been seen since Thursday noon. A tug left to search for her. The Montreal was owned by A. Campbell, of Toronto, and valued at $12,000. Insured.

Peter H. Potter and Robert Oleson, living on Bois Blanc Island, ventured to cross the Straits Friday night about dark. Finding the wind and sea too heavy they were shortening sail when Potter lost his footing, fell overboard; and was drowned. He disappeared before any assistance could be rendered.

The City of Rome loaded 2,200 tons of coal at the Lehigh Valley trestle in three hours. It looks as if the request from Chicago for capacity to carry 100,000 bushels of wheat back there was nothing but talk. Vessels were offered at 4 cents. Advices received today said that the scheme had fallen.

Bids were opened in the United States engineer's office at Milwaukee] Monday for extending the piers at Kewaunee and Sheboygan and building a superstructure on the piers at Manitowoc. The lowest bidders were as follows: At Kewaunee, Knapp & Gillen, $7,968; at Sheboygan, Trueman & Cooper, $10,656; at Manitowoc, Trueman & Cooper, $3,120.80.

General Poe, of the engineer corps United States Army, speaking of the bid of $4,43 per cubic yard for the removal of a rock of the Lime-Kiln Crossing, at which the contract will be awarded to Messrs. Dunbar & Sullivan of Buffalo says: This is $1 cheaper than the work was ever done for before, and I think $50,000 or $60,000 of the $130,000 appropriated by the government for the work will not be needed.

Around the Lakes Continued from 1st Page.

DETROIT.

Special to the Marine Record.

The Frontier Iron and Brass works are kept busy fulfilling late orders. They have no new contracts to report.

At the shipbuilding yard of John Oades & Son they are laying the keel of a new steambarge. Her length will be 225 feet over all, length of keel 210 feet, beam 36 feet, depth of hold 13 feet; she is to be engined with a fore and aft compound, and will be fitted out with steam windlass and capstan from the American Ship Windlass company of Providence, R.I. It is calculated that this vessel will carry 850,000 feet of lumber. They have the steambarge La Belle in for repairs to her stern bearings, calking bottom and topsides, and minor repairs, two of Hubbel's dumping scows had new timber heads put in, and other slight repairs.

The East End Boiler works have taken a contract to build a Ward's patent heater to be shipped to parties in Racine, Wisconsin. They have also considerable job work on hand.

The Detroit Drydock company have had the tug Mackinnon for a general overhauling, the steambarge Ireland for a new Hodge propeller wheel, and calked the yacht City of the Straits, black leading her bottom, etc., preparatory to her winning the race; the steam yacht Romona for repairs to machinery, etc.; steambarge Charles A. Street for calking, straightening her shoe, patching blades of propeller wheel, and minor repairs; work on the new passenger steamer of the Detroit & Cleveland Steam Navigation company is progressing rapidly, a large force of men being kept constantly at work on her. Their new steambarge No. 94, building on speculation, or for stock, is well in frame, and there is considerable activity around the works of this large firm. At their Springwell yards two tugs are in the small dock, and they are now putting two more in the large dock; the propeller Philip Minch will dock there on Thursday.

The Detroit Boat works are getting ahead with their plant and improvements at their new yard near Belle Isle bridge, and the engine and boiler are already in place. They intend to build all classes of small boats and yachts, also the metallic life boats and rafts, which have recently come into such great favor with vessel men.

Lively work is being carried on at the Belle Isle bridge, and two of the large spans have been successfully fitted in place already this week. Louis Lemon's three tugs were engaged and gave excellent satisfaction.

Samuel F. Hodge & Co., the Riverside Iron works, are kept busy on their recent contracts and have no new business to report at present.

The schooner Souvenir changed hands here on Monday from Henry Lewis of this city, to Captain Calven Perry of Algonac. The terms were said to be private.

S. B. Grummond's tug Swain, Captain Ed Tormey, left here Monday night with steam pumps and hawsers to take up her station at Old Mackinac, to look after wrecking business during the balance of the season. The tug Leviathan, Captain M. Swain, has her station at Cheboygan, and has a full outfit for the same class of work. With this showing lame ducks need not travel out of the straits for assistance. Steambarge Mary Pringle is stationed at her owner's dock here with a full outfit already on board, so that in a case of emergency no valuable time would be lost in preparing to start away. The Leviathan is now working at the propeller M. M. Drake, which went ashore on Gray's reef, but it is feared that her cargo will be nearly a total loss.

The Central Boiler works are having their usual annual cleaning up, at the same time figures have been exchanged on new contracts.

The Eagle Iron works are kept busy filling late orders, and a brisk activity seems to be the order of the day at these large works.

S. B. Conklin, sailmaker, has already started in his new loft at the foot of First street. He solicits the patronage of his marine acquaintances, many of whom have yet to learn of his new place of business.

An event of this week caused considerable excitement in practical marine circles here, a fleet of fifty-four yachts and their satelites having got together on the river to determine who, or which ones, could get over the ground the fastest in the citizens' regatta. In the second class race the Lulu B. was the favorite, and it was a foregone conclusion with a large number of people that she would capture the honors, however, a very irregular start was made, and the order of the race at the stake boat, or turning point, was: Sylvia, Lulu B., and the City of the Straits, on the homeward course the Lulu B. soon overhauled the Sylvia, and for a time maintained the advantage gained, but the City of the Straits was still a humming, and soon dropped the Sylvia. At this point the utmost excitement prevailed amongst the onlookers, and slowly but surely the City of the Straits was seen to gain upon her opponent, and when abreast of the foot of Woodland avenue she passed the Lulu B. and drew easily away from her, winning the race by about ten minutes from start to finish, and this too without a topmast and with the loss of a few minutes at starting. Commodore Gardner, of Cleveland, attended the regatta and honored the judges' boat, the May Lily, with his presence. The Commodore returned embarked on the City of Detroit, bound home on Tuesday night. Many Canadian citizens stood on the river bank and watched the yacht races of Monday last.

The plans and specifications are now ready for the new dock, warehouse, and coal storage yard to be constructed at St. Joseph, for the Detroit & Cleveland Steam Navigation company's new line between that port and Chicago. This influential company will no doubt have every detail in perfect order when it is required to open up their new business on Lake Michigan.

Captain Green, on Monday, abandoned the propeller M. M. Drake to the underwriters, who have $45 500 insurance on her. Captain Green denies the stories about the Drake not being properly trimmed. He says she has carried herself full and must always be well trimmed. SWAIN.

MACKINAW CITY.

The Leviathan succeeded in releasing the M. M. Drake Monday afternoon and passed down with her. The Drake is leaking badly, and her steering gear is broken. Three steam pumps are on her, and they are all required to keep her free.

An old man who had been to the wreck in a sailboat for corn was towing down astern of the Drake and becoming cold hailed the steamer to be taken aboard. The Drake's yawl was dropped back to him by a line. After he had climbed into the yawl his own boat gave a plunge ahead, striking the yawl with such force as to capsize it. He held on to the boat and called for help. John Stimpson and Charles Daywell fortunately were in the vicinity, having been searching for the body of F. J. Stimpson. They picked the man up, finding him nearly dead. His boat was brought ashore by two men from the Drake who reported him drowned, not knowing that he had been rescued.

By the drowning of F. J. Stimpson at Mackinaw City the lakes have lost a most valuable reporter. For six years past his wife has ably assisted him so that she is thoroughly posted on vessels and their signals. Mrs. Stimpson will continue furnishing her late husband's patrons with vessel passages and general marine news. For boat work and other outside duty she has engaged the men heretofore in her husband's employ. She would call the attention of masters of boats to the fact that by showing their burgees when passing Mackinaw Point they will more certainly be reported. It will help the plucky little woman to make her own living.

BUFFALO.

Brown & Co., vessel agents, and others have bought the steambarge W. H. Barnum of Fitzgerald of Milwaukee, for $40,000. half cash, and have already taken possession.

The tug Kenderhouse broke her wheel while trying to pull propeller Ketchum out of the drydock.

Schooner Michigan was short 2,500 bushels of her corn cargo from Chicago.

Mr. Lyman Smith, inventor of the Cyclone grain elevator, reports that he is making good progress in forming a stock company. Mr. O. B. Potter of New York lately spent some days here looking at the Cyclone and went away very enthusiastic over it.

The new tug Grace Danforth, which is to sail in Hand & Johnson's line, came out Tuesday and presented a fine appearance. Captain M. Carr sails her.

The propeller Saginaw Valley is chartered for wheat from Milwaukee to Buffalo at 3½ cents.

A survey is to be held on the schooner Manitowoc in order to ascertain what part of her injuries is chargeable to her last trip.

Complaints have been made that the signal office was negligent in the display of cautionary signals and that the schooner Saveland might have been warned of the storm in time to prevent her sailing. Sergeant Cuthberson shows that the Saveland sailed at 5 p. m. on Monday, 19 hours before the wind became heavy, and that he obeyed orders in displaying the signals at 8 a. m. on Tuesday.

The dredge is still at work in the creek above the lower bend. Dock-owners complain that the management of the work is made very burdensome to them. First the dredging is done near the dock and is paid for privately. Before the city work in the middle of the channel is done the big boats have plowed through and forced a great part of the deposit toward the docks, filling the private excavations all in. One dock front that was taken out to 16 feet in the spring is said not to have 14 feet of water now.

TOLEDO.

Coal freights remain steady. There was inquiry yesterday for boats to load grain for Chicago. This is the first time in the history of lake commerce when such inquiry has been made. This is the direct result of the Hutchinson wheat "corner," which demoralized grain freight rates from other points. There are 200,000 bushels of grain in elevators here but small shipments.

CHEBOYGAN.

The tug Champion returned here Friday night with the crew of the M. M. Drake. The steamer is reported as leaking badly, and the sea is sweeping completely over her. It was feared at one time she would break up. The Champion took great risks in going to the Drake, going in between shoals and boulders at great peril. The crew were left without a small boat or any means of escape, or Captain Miller would not have taken the chances he did. The Leviathan left at midnight with a gang of men to jettison the cargo of corn, which is swelling and liable to burst up her decks.

MONTAGUE.

Special to the Marine Record.

Wilson and Hendrie, proprietors of the Montague Iron Works, are at present building a fore and aft compound marine engine, 21 and 38 by 36, for Captain John Lang of Chicago, Ill., for his new boat now being built by the Grand Haven Shipbuilding company at Grand Haven Mich., also a 19 and 32 by 26 engine of the same kind and a 9 foot by 14 foot marine boiler for Jonathan Boyce of Grand Rapids Mich., to be placed in his new boat now being built by Burger & Burger at Manitowoc, Wisconsin.

LAKE LINDEN.

Captain Green's body was found Sunday afternoon. It was washed up on shore, and unless word is received from the home of the deceased will be interred within a mile of the spot where it was found.

ESCANABA.

The captain of the schooner Duncan City came into port Tuesday, reporting his vessel light, ashore on Summer island, about twenty-five miles from here. He is trying to make a sale of her to the tug company as she lies. The schooner Duncan City nets 200 tons, but has no rating or valuation in the Lloyds. She is owned by Captain Parker of Chicago. She was one of Lake Michigan's oldest lumber hookers, built in 1852, and it is probably well to have her out of the way without loss of life.

MANISTEE.

A sailor named A. Richmond, of Ludington, was lost overboard from the schooner Restless while crossing the lake Tuesday night.

ad Buffalo

The propellar Rugee arrived Wednesday evening. She was aground at Bend river. She went up the Blackwell canal. The wind was down the lake, fresh.

Frank Perew has been made master of the schooner J. M. Hutchinson. He has been mate this season and second mate several years. He is a nephew of the owners.

MUTUAL INSURANCE.

The following extract from the Newcastle Daily Chronicle of the 10th inst. will be of interest to our owners:

A circular has been issued by Mr. R. B. Peverly, on behalf of the Tyne Well-Deck Steamship Insurance Association, which quotes some facts of interest to ship owners. After contrasting the advantages of club assurance in contrast with that at Lloyd's, the circular goes on to say that the total cost in the club referred to for three full years was:—1885-6, £3 7s 6d per cent, and 10s 9½d per ton; and 1886-7, £4 6s 9d per cent, and 8s 9¾d per ton; and 1887-8, £1 1s 9d per cent, and 12s 0½d per ton. When the tonnage calls and the total loss, &c., claims are put together, the actual average cost per annum has been for the three years named £7 13s 8d per cent. The policies for these years are complete, and no further call will be made upon any of them, so that the average cost is fairly put at the amount just stated. And as our shipping is now rapidly increasing both in numbers and in average value, it ought to be expected that, for some time at least, there will be a decrease in the calls made by the clubs.

LAKE FREIGHTS.

Cargoes were found yesterday for all vessels ready to engage for loads. Rates were steady and unchanged for the transportation of both coal and ore. Ore, Ashland to Ohio ports, $1.70; ore, Marquette to Cleveland, $1. 50; coal, Toledo to Ashland, 60 cents; same vessel, ore; Ashland to Ohio ports, $1.70; ore, Escanaba to Sandusky, $1.25; coal, Ashtabula to Escanaba, 60 cents; coal, Cleveland to Cheboygan, 60 cents; coal, Toledo to Gladstone, 60 cents; coal, Lorain to Port Huron, 40 cents; coal, Buffalo to Chicago, $1; coal, Cleveland to Point Edward, 40 cents; coal, Cleveland to Saginaw, on private terms; coal, Buffalo to Chicago, $1; lumber, from Prince's Bay to Cleveland, on private terms.

BUFFALO, N. Y., October 24. Coal freights heavy. Charters: to Chicago at $1.00; to Milwaukee, 90 cents; Fred Mercur, Superior, on owners' account. Cargoes for Lake Superior are very scarce.

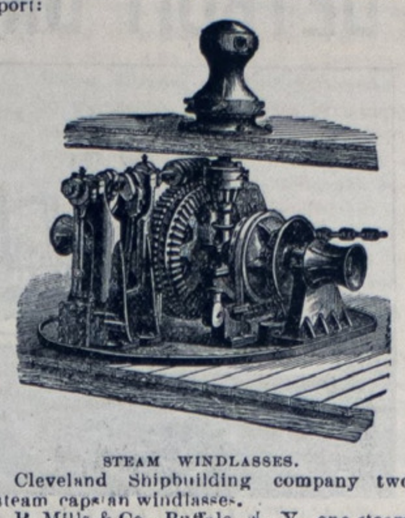
Canal freights dull, but strong. Wheat 3¾ cents; corn, 3⅜ cents, to New York. Boats are asking an advance.

CHICAGO, ILL., October 24.—Grain rates remain stationary, with no evidence of improvement. The demand is about equal to the offerings. The quotable figures were on a basis of 2 cents for corn, and 2¼ cents for wheat, to Buffalo. The Noyes' cargo is hard wheat at 2½ cents.

Information was received here Monday that matters are in bad shape at Sarnia. The captain of the schooner Granger telegraphs that the elevators at Sarnia are full and that the Grand Trunk will not, or can not, furnish relief. The Granger and schooner Elgin have been there over a week, unable to unload. Notices of demurrage have been served in both cases.

PROVIDENCE WINDLASSES AND CAPSTANS.

List of orders booked by the American Ship Windlass company since their last report:



STEAM WINDLASSES.

Cleveland Shipbuilding company two steam capstan windlasses.

R. Mills & Co., Buffalo, N. Y., one steam capstan windlass.

Detroit Drydock company steamers Nos. 90, 91, 92, 93, 94 and 95, six steam capstan windlasses.

Frank W. Wheeler, West Bay City, Mich., steamers Nos. 45, 46, 47, 48 and 49 five steam capstan windlasses.

R. F. Keought, East Boston, one steam pump brake windlass for tug boat.

Harlan & Hollingsworth company, Wilmington, Delaware, for steamer building for Merchant's & Miner's Transportation company, one steam capstan windlass.

United States steel cruisers Philadelphia and Newark each a Providence steam capstan windlass of latest design.

Steamer New Orleans, Cromwell Line, N. Y., a Providence steam capstan windlass.

Steamer building by William Cramp & Sons company, for Morgan Line, a Providence steam capstan windlass.

STEAM CAPSTANS.

Two Providence steam capstans for steamers building by Cleveland Shipbuilding company, for Lackawanna Transportation company.

Four steam capstans for United States dredge boats on southern rivers.

Morgan Iron works, for Ward Line steamers, City of Alexandria, City of Washington, Santiago, Saratoga and Niagara five steam windlasses and capstans.

Schooner Gov. Ames, building at Waldoboro, Me., a Providence steam capstan for handling her lines.

One steam capstan for steamer building by R. Mills & Co., Buffalo, N. Y.

Detroit Drydock company steamers Nos. 90, 91, 92, 93, 94 and 95, each a Povidence steam capstan.

F. W. Wheeler, West Bay City, Mich., steamers Nos. 45, 46, 47, 48 and 49, each a Providence steam capstan.

Steamer building for Merchant's & Miner's Transportation company a Providence steam capstan.

Two drydocks building for J. E. Simpson & Co., N. Y., each a Providence steam capstan for driving pumps and handling lines.

Atlantic Works, East Boston, one Providence steam capstan for tug building by them.

Elevator barge, Dora, New Orleans, La., a Providence steam capstan.

HAND WINDLASSES.

Thames Tow Boat company, New London, Con., two Providence pump brake windlasses.

Schooner Elisha Gibbs a Providence pump brake windlass to replace a Hyde windlass.

Empire & New England Transportation company, New Haven, Con., four Providence pump brake windlasses.

United States steamer McLane a Providence pump brake windlass.

One Providence pump brake windlass for export ordered by Jo e S. Molins, N. Y.

Barge Albatross a Providence pump brake windlass.

A pilot boat, building for Captain Jos. H. Nelson, a Providence pump brake windlass.

James Davidson, New London, Con., a Providence pump brake windlass.

Maltby & Cory, Norfolk, Va., a Providence pump brake windlass.

MESSENGER CHAIN WINDLASSES.

Schooner building by Galen C. Moses & Co., Bath, Me., for Captain J. M. Phillips, of Taunton, Mass., a Providence capstan windlass with Southard's messenger chain attachment.

One Providence pump brake windlass with messenger chain attachment for steamer building in Philadelphia, by B. G. Hillman & Co.

YACHT WINDLASSES.

Yacht Isolene, N. Y., a pair of engines for driving old windlass now on board.

Yacht Indienne, Poughkeepsie, N. Y., a Providence pump brake windlass.

THE Maritime Reporter and Seaboard comes to this office as a sixteen page weekly with a new dress, fine clear Scotch face type, very ably edited, and printed on a paper of fine calender. We are pleased to congratulate our old friends under a new face, and hope that a long and prosperous life may result from the amalgation of talent and interest. While the original title of each paper it still prominent on the ornamental front page, the combination issue a much superior journal to either the former Maritime Reporter, or the Seaboard, and we offer our congratulations to the publishers.

From Port Arthur it is said that after a considerable cash outlay and the recovery of only about ten tons of iron from the remains of the wrecked Algoma the Canadian Pacific railroad company has finally abandoned all operations in the way of wrecking. The action of the wind and rain has washed so much of the Algoma's hulk and cargo into what may be termed bottomless canons of Lake Superior that the diver was compelled to give up all hopes of recovering sufficient wreckage to pay expenses.

OBITUARY.

The resent loss by drowning of our esteemed marine reporter, Mr. F. J. Stimpson, at Mackinaw City, on the 17th, has caused a pang to shoot through many hearts besides those of his near friends and relations. No person could possibly be better known by the members of the lake marine than the late eminent reporter, at the Straits. His presence was often looked for, and desired by mariners, and many a weary heart and mind his accurate reports have tended to lighten during the hard gales so prevalent in the fall of the year.

We offer our tenderest sympathy to the members of the family whom he has left behind, with the assurance that there are many others who would sorrowfully endorse the few lines of condolence which we beg to tender, and while we still have the melancholy satisfaction of paying tribute to the virtues of him who has gone before us.

For the past six years his estimable wife has ably assisted him in the business and hers is the greatest sorrow, but we trust that time, he leveler of all; will allay her grief and the future hold some bright spots to cheer the widow's heart.

NOTICE.

Stress of news matter on our columns this week compel us to pospone the conclusion of an interesting marine law case, the first number of which was published last week.

It lays in the direct line of route, and a less exact method of navigation, there can be no hesitation in coming to the conclusion that the former plan is the correct one to aim at. It is, I feel convinced, the only system—due regard, of course, being paid to the lead, the log, and the lookout—upon which satisfactory results in the present day can be obtained in our merchant ships' passages; and, when it is legitimately and prudently carried out, we are not likely to hear of many mishaps from either close shaves or short cuts.—*Nautical Magizine.*

A patent has been granted in Germany for a rocket for throwing oil on the sea when it is desired to calm the waves. The rocket carries with it a cylinder filled with oil. It can be fired from on board with precision, and when it explodes the oil is distributed at the desired place. Repeated experiments have been made during a voyage from Bremen to New York, firing the rockets to distances up to 1,500 feet. By exploding five rockets of from 1,200 to 1,500 feet from the ship a surface of water of from 450 to 600 feet square have been covered with oil and the waves calmed. Rockets have been fired 900 feet against a stormy sea.

MISCELLANEOUS.

The propeller Joys and F. & P. M. No. 2 had a collision in Manistee River Wednesday afternoon. The Joys had her stern split, but the No. 2 was uninjured.

In one hour and ten minutes after the Manhatten reached her dock at Escanaba she was loaded with 1,800 tons ore, the quickest time on record.

The D. J. Foley lost her shoe, stern post, rudder and a portion of her wheel on Racine reef on her way from Chicago to Escanaba.

The tug Crane ran into the Tioga a year ago. The "big boat" broke her wheel. The case is on trial before an arbitrator.

The propeller A. P. Wright lost a bucket off her wheel on the trip up. She was docked for repairs.

The steamship Iron Queen got hard aground in the forks Wednesday. She lodged there several hours.

The propeller Niagara arrived with the first cargo of Canadian barley at Buffalo Wednesday.

The Majestic will be launched at West Bay City next week.

The new Marine City barge was named Pawnee.

A Chicago paper says the propeller Robert Mills and the schooner Willie Keller collided in Lake Michigan, off Point Sable, July 15 last, and the Keller sunk. $13,000, and Smith & Davis, general insurance agents at Buffalo, who had the major portion of the risk, paid the loss. After all this time they have decided to libel the Mills and endeavor to collect from the propeller the loss of the schooner. The Mills is owned by a powerful syndicate of vessel-owners at Buffalo, and it is possible that the home offices of the insurance companies have something to do with pushing the suit at this late day. The evidence of the crew of the Kellar, with which it is expected to prove the Mills was at fault, will now be difficult to obtain. The Mills came on to Chicago after the sinking of the Kellar, and was at once libelled for $700 by the captain and crew of the lost boat for money and clothing lost with her. This suit will come to trial first, and its result will virtually settle the responsibility for the collision.

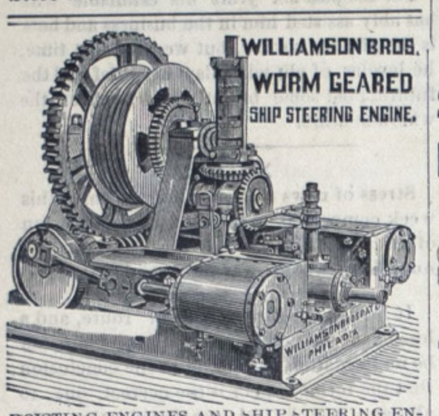
Chicago received 137,404 tons of anthracite coal by lake, and 68,804 tons by rail during September, and from May 1st to September 30th 783,496 tons by lake and 426,074 by rail. The total from May is 369,649 tons over last year.

The barge Sonora wil drop out of the Cleveland tow this trip, and will be left off at Port Huron or some convenient point for entrance into the Bay City trade for the rest of the fall.

First-class Merchant Tailoring.

Done in the nobbiest style, according to monthly new fashion plates; made by none but first-class mechanics and none delivered unless to the entire taste of the Customer, can be procured by *Jos. L. Kohn*, practical sailor and cutter at the tailoring department of *Kohn & Co.*, 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store, Cleveland, O.

In the rear of the above Store a fine stock of the latest patterns of *Cassimeres*, Cloths, *Over Goatings, Silk Vestings*, can be found and owing to the fact, that this young genius of a garment cutter Mr. Jos. L. Kohn does his own cutting, (which alone saves $30 per week) and has the appartment in the above Store free of any expense it enables him to Save the Customers from $6 to $10 on every Suit of Clothes. Convince yourself by calling at 213 Detroit street, second door from corner Pearl known as Boston Dry Goods Store of KOHN & CO., Cleveland, O.



HOISTING ENGINES AND SHIP STEERING ENGINES; with either Frictional, Spur or Worm Gear of various patterns to suit all purposes.

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STM'R ATLANTIC,

Captain J. R. Jones.

LEAVES CLEVELAND EVERY FRIDAY AT 8 P. M., CITY TIME,

For Mackinaw, St. Ignace, Cheboygan, Alpena, Oscoda, and way ports. For passage or freight apply to ANDERSON & CO., Agents, Dock ft. of Superior-st.

S. B. GRUMMOND, Owner.

SAMUEL McCUTCHEON,

STEAMBOAT & ENGINEERS' SUPPLIES

Copper, Brass and Sheet Iron Manufactory.

IRON PIPE AND FITTINGS.

Agent for Davidson's Steam Pumps, Amazon Boiler Compound, and Orme Patent Safety and Relief Valve.

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J. C. GOSS.

Sail Maker and Rigger,

20 and 22 Woodward Av.,

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LARGE STORAGE ACCOMMODATION FOR VESSEL OUTFITS.

Scott's New Coast Pilot

Second Edition, Revised and Enlarged,

With new Maps and Illustrations corrected to the opening of Navigation in 1888,

IS SOLD BY

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Tobacco.

156 River-st., Cleveland, Ohio.

No one should leave port without a box of M. M. Glekler's marine cigars.

FOR SALE.

THE HANDSOME NEW FORE AND AFT SCHOONER W. C. Kimball, built at Manitowoc last winter, outfit all new and complete, 65 feet over all, 17 feet 4 inches beam, 4 feet 9 inches hold. Tonnage 31, 49 Apply to A. D JOHNSTON, Manitowoc, Wis.

YACHT FOR SALE.

SLOOP YACHT NORDEN, 45 feet water line, 13½ feet beam, in first-class sailing condition, for want of time to run, is offered for sale at a bargain. Address F.W. FINCHER, Pentwater, Mich.

HARBOR TUG FOR SALE.

THE TUG MYRTLE, of Sandusky, Ohio, for sale cheap. Is in first-class condition. For particulars write to FRED GROCH, Sandusky, O.

FOR SALE.

BARGE COL. BRACKET—She carries 260M feet of lumber, 420 tons of coal. Had $900 worth of repairs last season. Fit out good. Price $1,600. Mention this paper. ED. J. KENDALL, Port Huron.

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A steambarge 125 thousand capacity; will carry 120 passengers, only one year old; a good twelve mile boat in the best, possible condition; will be sold reasonable and on easy terms. For further particulars inquire of MARINE RECORD, Cleveland Ohio.

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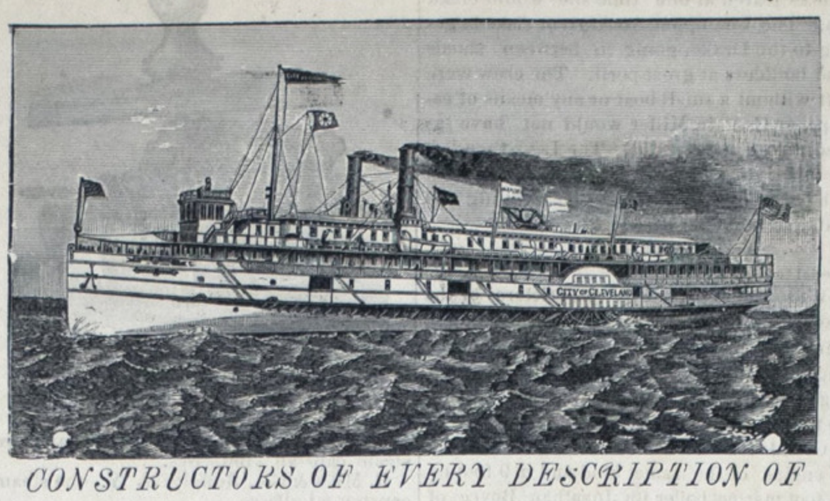

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Tugs for Wrecking, Raft Towing, Etc.

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Improved Horizontal Straight Base Hydraulic Jacks.

Sub-marine Divers, Hawsers, Lighters, Etc.

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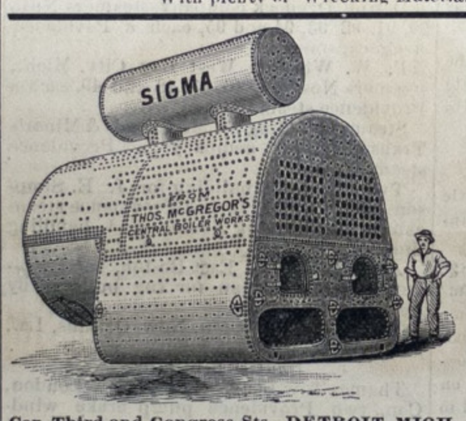
With plenty of Wrecking Material on board and in Warehouse.



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Rendering Kettles, Tanks,

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SHEET IRON WORK

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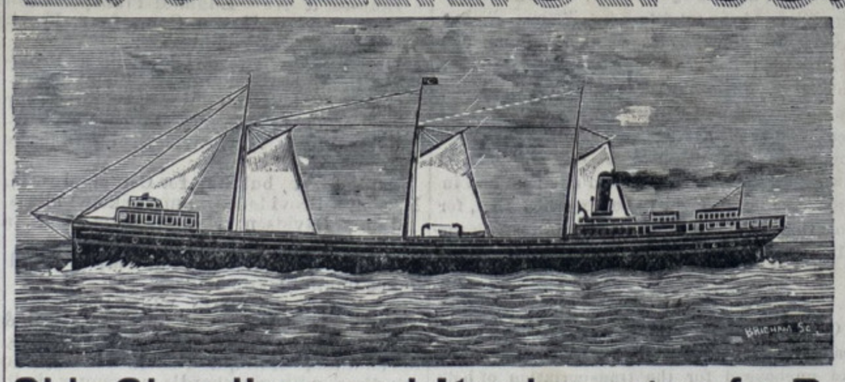

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MANITOWOC DRY DOCK.

Dry Dock will admit Vessels of 1100 tons drawing 12 feet. Have also a set of Boxes in connection with the Ship yard capable of lifting Vessels of 350 tons. A large stock of SPARS CONSTANTLY ON HAND.

VESSELS DOCKED AND REPAIRED ON REASONABLE TERMS.

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J. E. SIMPSON & CO.,

GENERAL CONTRACTORS.

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SIMPSON'S PATENT IMPROVED TIMBER DRY DOCK,

NO. 35 BROADWAY, NEW YORK CITY.

UNITED STATES ENGINEER OFFICE, 34 WEST Congress street Detroit, Mich., October 15, 1888. —Separate sealed proposals, in triplicate, will be received at this office until two o'clock p. m., November 14, 1888, and then publicly opened: 1, For dredging west channel of Saginaw River along West Bay City, Mich.; 2, For dredging bar at Mouth of Saginaw River, Mich.; 3, For constructing revetment and beam wall and dredging at Carrollton, Saginaw River, Mich. Preference will be given to materials and plant of domestic production or manufacture, conditions of quality and price (import duties included) being equal. The government reserves the right to reject any or all proposals. For further information apply at this office. O. M. POE, Colonel of Engineers, Bvt. Brig-General, U. S. A.

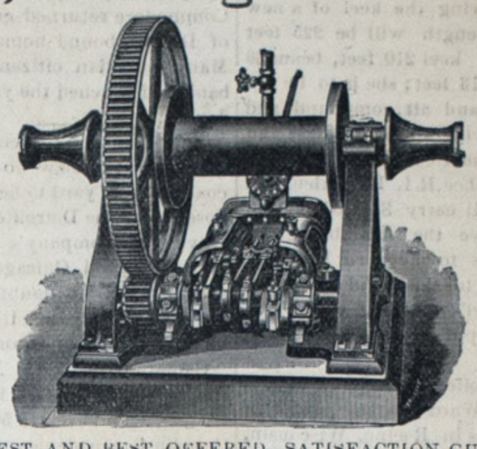
PROPOSALS FOR SAND, etc. U. S. Engineer Office, Buffalo, N. Y., October 1, 1888. Sealed proposals in triplicate will be received at this office until 11 a. m., eastern standard time, on December 1, 1888, for furnishing sand, pebbles, stone and cement, required in the reconstruction of the breakwater at Buffalo N. Y. All necessary information may be obtained on application to the undersigned. F. A. MAHAN, Captain of Engineers.

EAGLE IRON WORKS,

MANUFACTURERS OF

Duplex, Hoisting & Deck Engines

Specially adapted for Boat uses, Raising Sail, Hoisting Anchor, Pulling in Tow Line etc., etc.



Pumps with ten inch Barrels Connected to Gypsy Spools.

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Engines, Boilers and Pumps on Hand for Prompt Shipment

CIRCULARS AND PRICES ON APPLICATION.

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Goodsel's Rubber Back Flax Packing, Steam Packing, Valves Gaskets, etc. Rubber Clothing Boots and Shoes.

SPECIAL GRADES OF WATER AND STEAM HOSE FOR MARINE USE.

E. W. HULL, 237 Superior st., CLEVELAND, O. Send for Price List.

DETROIT BOAT WORKS.

SOLE MANUFACTURERS OF

Clark's Patent Metallic Life Rafts.

HIGHLY INDORSED BY THE BOARD OF SUPERVISING INSPECTORS.

Yawl Boats in stock 14, 16, 18, 20 and 22 feet long. **Life Boats** in stock 16, 18, 20 and 22 feet long.

Steam and Hand Steering Wheels to Order.

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Frank Perry's Tug Office

SAULT STE MARIE.

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Where all kinds of *Flannel* and *Cotton Shirts*, from the cheapest 50c to the finest Custom made fancy shirt ☞*are made to order*☜ and none but our ☞own home made☜ bearing our Trade Mark, can be found constantly in stock ready made, is the Boston Dry Goods Store of Kohn & Co., 213 Detroit street, second door from corner Pearl, Cleveland, O. All our Shirts 54 inch wide, 40 inch long and extra well sewed. We also announce, that we are the only manufacturer, who can procure the genuine U. S. Navy flannel, of which we make *double* and *single breasted Sailor Shirts* ☜non-shrinkable, fancy pleated *Cloth Shirts* made in the latest styles, Canadian *Flannel Shirts, water proof Shirts* and more especially Scarlet Medicated *Flannel Under Shirts* and *Drawers*. ☞Call also for our Custom made *Jean Pants, Overalls, Jumpers*, etc., or leave your measure for the same.

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Special Attention Given to Vessel Supplies.

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Established in 1871. Telephone 210.

Signs, Steering Balls, Liberty Caps, Ornamental Work a Specialty in Cabins.

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Copper-smithing of all Kinds.

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River Machine Co.,

[Successor to G. R. GALE,]

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Are prepared to Manufacture and do General Repairing on Marine Engines and all other Machine Work.

We have also a full line of pulleys and shafting and are prepared to do all kinds of Stone quarry Work.

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All Kind of Forgings, Bolts and Truss Rods for Building.

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BEESON'S SAILOR'S HAND BOOK,

And Synopsis of Marine Laws. Every vessel man wants one. For sale by marine clerk at all custom houses. Price 50c. See it.

Lake Shore & Michigan Southern.

Commencing Monday July 13, 1888. The time given in the figures below is the new standard (Ninetieth meridian) time, which is thirty-three minutes slower than Cleveland time proper.

Eastward.	Arrive	Depart.
No 4, Fast Limited Express	*2 55 A M	*2 55 A M
No. 6 N. Y. & Boston Ex	*1 35 A M	*1 40 A M
No 8, N. Y. B & A Express	*8 25 A M	*8 50 A M
No 26, Elyria Accommodation	†7 45 A M	
No 10, Toledo Ac'm via Sandusky	†11 05 A M	
No 10, Toledo Accom via Norwark	†11 05 A M	
No. 24, Buffalo Accommodation		† 7 00 A M
No. 10, New York & Boston, "Flyer"		*11 50 A M
No 12 N Y & B Fast Express	*2 35 P M	3* 45 P M
No 2, Night Ex via Norwalk	9 40 P M	†10 00 P M
No 22, Night Ex via Sandusky	†9 40 P M	
No 26, Conneaut Accommodation	†4 25 P M	

Westward.	Arrive.	Depart.
No 1, Fast Limited Express	*12 15 A M	*12 15 A M
No. 23, Cleveland Express	*2 15 A M	
No 3, Chicago Express via "	§5 30 A M	5 45 A M
No 25, Mich Accom Norwalk		†5 45 A M
No 21, Toledo Ex via Norwalk	†12 50 P M	†3 20 P M
No 5, St Louis Ex via Sandusky	*10 50 A M	*10 55 A M
No 9, Chi Pac Ex via Norwalk	•6 55 P M	*7 15 P M
No 81, Elyria ac to Elyria only		†4 30 P M
No 27, Conneaut Accommodation	†8 10 A M	

Sunday train for Nottingham—Depart 9:20 a. m. and 1:00 p. m.; returning, arrive at 9:20 a. m. and 4:45 p. m.

Reference marks—* Daily, † daily, except Sunday, § daily, except Monday.

A local Cleveland and New York sleeper, also sleeper for Boston, and dining car daily on No. 10, leaving Cleveland at 11 50 A M.; arrive Grand Central depot, New York, 7.30 a. m.

For full information as to trains and connections apply at the Union ticket office, corner Bank and Superior streets, under Mercantile Bank.

M. E. GAUL, City Passenger Agent.

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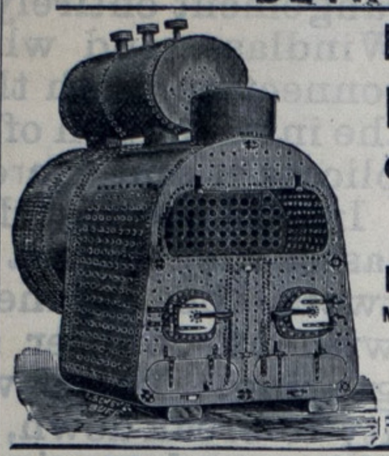

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High and Low Pressure

Marine, Stationary, Portable, Locomotive and Upright Boilers; also, Salt Pans, Smoke Pipes and Heavy and Light Plate Iron Work of all Descriptions.

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BOSTON & LOCKPORT BLOCK CO.,

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We make the most durable grade of Blocks to be obtained in the market Call for our SELF ADJUSTABLE FIVE ROLL ROLLER BUSHED STAR BRAND BLOCKS AND DO AWAY WITH REPAIRS.

Money Saved, Money Gained, Money Well Spent

BY BUYING GOODS DIRECT FROM MANUFACTURERS AT JOBBING PRICES.

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MANUFACTURERS AND DEALERS IN FINE CYLINDER, ENGINE, LARD, BLACK OILS, WATER-PROOF GREASE PACKING & WIPES. RAILROAD, STEAMBOAT AND ENGINEERS' SUPPLIES.

WE STAND READY TO HAVE OUR GOODS TESTED AGAINST ALL OTHERS, AND WILL CHEERFULLY SUPPLY SAMPLE CAN OR BARREL, NOT TO BE PAID FOR UNLESS SATISFACTORY AT THE END OF THE TRIAL; TO BE PAID FOR AT REGULAR RATES WHEN THE GOODS ARE PRONOUNCED SATISFACTORY.

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DEALERS IN LACKAWANNA ANTHRACITE COAL.

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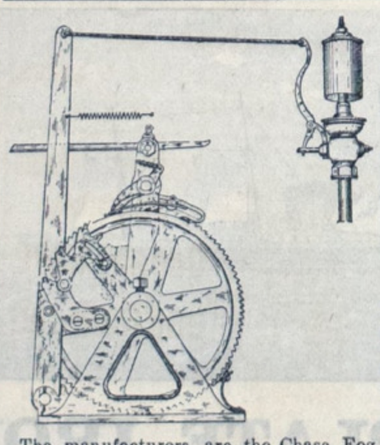

Chase Fog Whistle Machine

This machine has been placed on the following steamboats during the past year: SPOKANE, WALLULA, KASOTA, CHARLEMAGNE TOWER, JR, YAKIMA, MISSOULA, SITKA, FAYETTE BROWN. R. J. HACKETT, FOREST CITY, SPARTA, HAVANA, VIENNA, OSCAR TOWNSEND, CITY OF CLEVELAND HENRY CHISHOLM, SUPERIOR, E. B. HALE, M. B. GROVER, J. S FAY, R. P. KANNEY, SMITH MOORE, CHARLES J SHEFFIELD, IRA H. OWEN, CAMBRIA, CORSICA, J. H. OUTHWAITE, SAMUEL MATHER, R. R. RHODES, COLUMBIA, AURORA, OHIO, WM. EDWARDS, S. E. SHELDON, AUSTRALASIA, RALEIGH, BULGARIA, ROUMANIA, J. F. EDDY, HIAWATHA, THOS. ADAMS, A. P. WRIGHT, GLADSTONE, E. P. WILBUR, SOO CITY, E. M. PECK, ROBERT L. FREYER AND NORTHERN LIGHT,

To the President and Board of Supervising Inspectors of Steam Vessels:

Your committee to which was referred the 'Chase Fog Whistle Machine" beg leave to report: "That we have carefully examined the same and find that it blows at regular intervals, being worked by the engine, thereby insuring regular and continuous blasts for any length of time that may be required and would recommend it or similar device to owners of steam vessels as an additional safeguard to navigation.

H. S. LUBBOCK,
GEO. H. STARBUCK,
W. D. ROBINSON,
} Committee.

The manufacturers are the Chase Fog Whistle Machine Co., corner of Elm and Spruce streets, Cleveland, O.

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THE CRESCENT COMPRESSION GREASE CUP,
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High and Low Pressure Engines
SECTIONAL PROPELLER WHEELS,
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These wheels are noted for their extra speed and towing power or a proportionate saving of coal.

PRICES QUOTED ON APPLICATION.

The Hartsfeld Smelting and Refining Co.

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Smelters and Refiners of old precious metals, auriferous and argentiferous lead and copper ores, cryolite, concentrates, jeweler's sweepings, dross, refuse of white lead paint drippings, &c., &c.

Chemically pure Aluminium by mail $2 per ounce, ten per cent alloys, 40 cents per pound.

Catalogue of improved smelting and precious metal saving appliances (wet condensing process) sent free.

Assaying and analytical work in all its branches.

Correspondence solicited, Works in Newport, Kentucky, in operation since 1885.

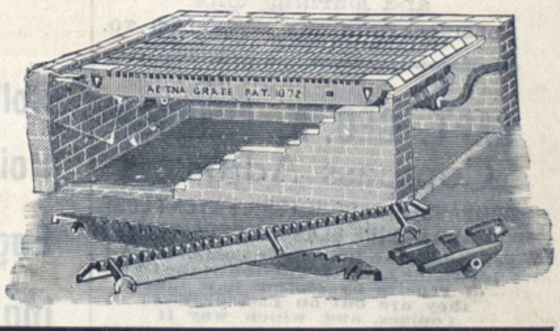
THE ÆTNA GRATE.

G. C. BARNES, Agt.

This Improved Shaking Grate Especially Adapted to Burning Slack.

Glob Iron Works, manufac's.,

Office and Foundry, corner of Elm and Spruce-sts., CLEVELAND, O.



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Montague, Mich.,

MANUFACTURERS OF

MARINE AND STATIONARY ENGINES

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Of Every Style and Size,

PROPELLER WHEELS and Heavy Casting

A Specialty. Send for Circular and Prices

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LATE official charts, showing the straight channel, now being dredged, and soundings in bay and river are for sale by

GEO. E. HARDY, Marine Collector.
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FOR SALE.

STEAM pleasure boat, capacity 50 people, 44 feet over all, 11 feet beam, draws 4½ feet of water. Good machinery. Apply to

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Cylinder, Lard, Signal and Lubricating Oils a Specialty.

AGENTS FOR THE

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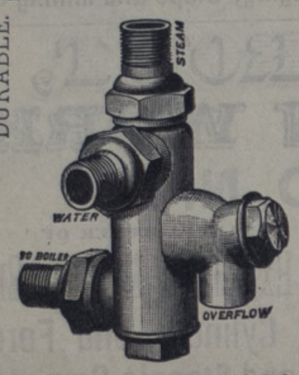

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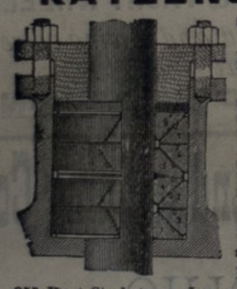

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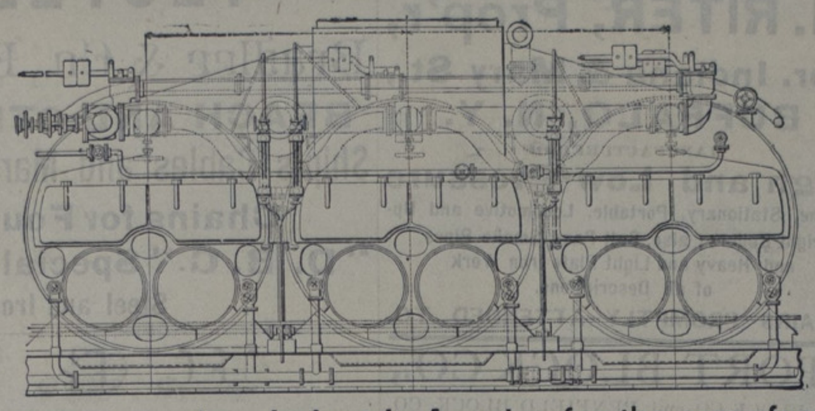

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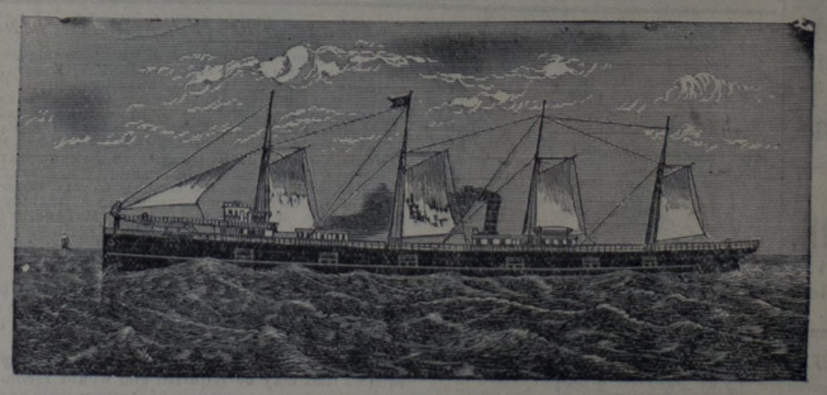

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